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THE MAIL AND ADVOCATE.

VOLUME 1, No. 113.

ST. JOHN'S, NEWFOUNDLAND, SATURDAY, MAY 30, 1914.

PRICE:—1 CENT.

Thousand And Thirty-Seven Lives Lost In Empress Liner; Survivors Tell Thrilling Tales Of The Horrible Disaster

BIG C.P.R. LINER WENT TO BOTTOM TEN MINUTES AFTER THE COLLISION; PASSENGERS TRAPPED LIKE RATS

Empress of Ireland Carried 1367 Passengers On Her Last Disastrous Trip
ONLY 337 ACCOUNTED FOR AND 1050 SUPPOSED LOST
Only a Dozen Women of the Hundreds on Board Were Saved
BIG NUMBER OF CREW SAVED
Ship Carried Big Contingent of Salvationists Including Many Prominent Officers

MONTREAL, May 29.—Montreal is in mourning, business is at standstill and the sports planned for the holiday tomorrow have been abandoned for the present.
Montreal people have suffered the worst calamity in their history in the loss of the steamship Empress of Ireland which sank early this morning, after a collision with the Dominion collier Steamer Storstad, 30 miles east of Father Point in the Gulf of St. Lawrence.
According to latest advices received here only 337 out of the 1367 board the Canadian Pacific liner reached the shore.
Of those 22 died soon after being rescued.
Out of the total saved only 12 are women.
The list of the saved are given out by the Canadian Pacific, bears a point for reflection. Few of them were first class passengers, most of them being members of the crew.
The Storstad struck the stricken liner amidships and scraped along side, opening the plates of the liner from point of contact to the propeller.
The watertight compartments, with which the Empress of Ireland was amply supplied, were, it is supposed, of no avail.
The ocean poured in, catching the stokers and firing room crew, at their work and stifling their lives like rats. Passengers fared little better.

Cursed Kendall.
THE disaster recalls to the superstitious the fact that Dr. Crippen uttered a curse upon Capt. Kendall when the latter handed him over to the authorities of London, Scotland and the Dominion upon his arrival.
"You will suffer for this treachery," cried the enraged murderer, when he was informed for the first time that his disguise had been penetrated and that he was under arrest.

The Empress of Ireland went down in those very waters and within a few miles indeed of the spot where Crippen first ran into the clutches of the law. There is just two months difference in the season of the year.

Immediately the accident occurred, McWilliams, the wireless operator at Rimouski, was informed by calls for help from the stricken liner and started with help for the scene.
He despatched the steamers Eureka and Lady Evelyn and later saw them return with a few shivering survivors and many bodies.

Nine lifeboats were discovered hovering about the spot where the Empress of Ireland went down, but no trace of the liner remained. The survivors, he said, arrived on shore almost naked.
This is his description of the disaster:
"The Empress of Ireland passed and landed her pilot here at 1.30 this a.m. There was haze for a time at 1.50 a.m.

"I was awakened by the S.O.S.—ring on my door-bell and rushing down was informed by the Marconi operator that the Empress of Ireland was sinking, having been struck by some vessel. I was undressed, but I started to help, but no other signal could be got from the doomed vessel."

"She had no time to give another word, as she sank within ten minutes after being struck."
"At 6.10 the Norwegian collier Storstad, coal laden from Sydney, N.S., for Montreal, came along slowly.
"When her bow was seen smashed in, it became known she was the vessel that had struck the Empress of Ireland the fatal blow."
Captain Kendall, commander of the vessel and the man who discovered Crippen, the murderer, was picked up from among the wreckage, but is reported to be dying from the effects of being in the cold water of the Gulf for half hour.

According to a statement from the C.P.R. the ship sank in 14 minutes, before the officers had time to lower the lifeboats, of which there were sufficient to accommodate 1600 people or even to light the lights.

Those who managed to escape into the icy waters of the sea were clad only in night robes and suffered intensely before help came to them from the Eureka and Lady Evelyn.

The cause of the rapid sinking is reported to have been the manner in which the Storstad rammed the Empress of Ireland, anchored as she was in the dense fog.
The Storstad was not too much damaged to allow her to proceed to Quebec under her own steam, but before proceeding she landed a few survivors and some dead bodies which were taken off by the steamer Eureka and Lady Evelyn and landed at Rimouski wharf.

The Empress of Ireland foundered in a depth of seventeen fathoms, about ten miles below Father Point.

There was not sufficient time to launch all the lifeboats.
Two Marconi operators were among the saved and their signalling was the means of very quickly bringing assistance to the victims.

The survivors number about 337, which is but a small portion of the passengers and crew, of whom over a thousand are missing. Boats are still searching the locality.

The Empress of Ireland.
Yesterday we gave the public some particulars of the palatial liner Empress of Ireland which met such a tragic fate off Father Point, in the

Empress of Ireland Was Anchored In The Fog When Death-Dealing Blow Came

PLATES WERE TORN OFF MIDSHIPS TO PROPELLOR

And Watertight Compartments Were So Damaged As To Be Useless

NO TIME TO WAKE SLEEPERS

Or To Lower All Lifeboats.—Many Rescued Were in Ice Waters For Half an Hour

early hours of yesterday. To-day we give further details.

Until the magnificent Allan liners Calgarian and Alsation made their appearance this year, the Empress of Ireland and her sister ship the Empress of Britain, were the Empresses of the Canadian trade with Europe in every sense of the word, and even though the new comers claim extra comforts, and, being eight years later, more modern ideas, yet many of the travelling public who were familiar with the C.P.R. boats, would not give them up for the others.

The Empress of Ireland was constructed in accordance with the latest designs in naval architecture and embraced every advantage that constructive genius and operative experience could suggest or desire at that time.

But It All Failed
Manned by officers and crew, thoroughly trained and reliable, she attained the maximum of safety and service.

The length of the Empress of Ireland was 570 feet, breadth 65 feet 6 inches. There was accommodation for 350 first cabin, 350 second cabin, and 1000 steerage; a total of 1700.

Her cabins were roomy and luxuriously furnished. The ventilation, a special feature, was scientifically complete in every detail.

The spacious dining room at one sitting accommodated all the passengers.

The cafe, music room, smoking room and library were all lavishly furnished.

Grenfell Mission Actively Preparing For Season's Work

Have Secured Services Of Well-Known Specialists Many Improvements To "Strathcona"

AS usual the Grenfell Mission has secured the services of some of the most noted American medical men and surgeons for the summer season. Devoted men and women are ever ready to give up their vacations to the good work of ministering to the sick on our northern coasts and along the Labrador shore.
Fishermen from all over the Island benefit by the self-sacrificing labors of the specialists and nurses who co-operate with Dr. Grenfell every summer. Last year, for instance, the various Grenfell Hospitals treated sixty-seven patients from St. John's; five hundred and twenty-two from Conception Bay; three hundred and nineteen from Bonavista Bay; one hundred and sixty-three from Trinity Bay; two hundred and seventeen from Green Bay, and thirty-two from the South and West Coasts, all of whom had, of course, migrated to the neighborhood of the institutions for the summer fishing season.
And, in addition to these, there were also treated eighteen hundred

and seventy-five patients from the French Shore, and eighteen hundred and seventy-seven "Ivivers" of the Labrador.

High-Class Medical Men

The staffs of the Grenfell Hospitals this summer will, as usual, comprehend a first class personnel.
Dr. J. A. Andrews, of Santa Barbara, California, will travel all the way across the American Continent and locate at St. Anthony, where he will give his attention to eye, ear and throat troubles, in which work he is a specialist. Dr. Andrews is expected to leave New York by one of the Red Cross boats on the twentieth of June. He will remain at St. Anthony until about the end of September.
Dr. J. Little, whose fame as a surgeon has spread throughout the length and breadth of our Island, is already at St. Anthony. He went north on the Prospero on her first trip, and had a somewhat hard experience, being forced to land at Lock's Cove and travel thence to St. Anthony, a distance of sixteen miles.
With Dr. Little will be associated a new House Surgeon, in the person of Dr. Alton, of Boston, who will remain at the hospital until the end of the year.
Dr. Martin, son of M. A. W. Martin, of the General Post Office, and a re-

cent graduate of Queen's University, Kingston, Ontario, will also be attached to the St. Anthony Hospital staff this summer.

At Battle Harbor

The doctors of the Battle Harbor Hospital staff will be Dr. Wakefield and Dr. Corner, the latter from the renowned John Hopkins Hospital. Dr. Wakefield has spent the winter on the Labrador coast and has done a great deal of travelling. He was stationed at Porteau and worked along the coast as far as the Straits of Belle Isle.
The medical man in charge of In-Chain Harbor this summer will be Dr. H. L. Paddon, who has spent the winter at Mud Lake, Northwest Arm, travelling the coast as far north as Nain.

Few people can conceive of the tremendous labors of these devoted men, who isolate themselves from the outside world for the long months of the winter and who travel thousands of miles on snowshoes and by dog teams that the sick might be ministered to. They are emphatically the outstanding, self-sacrificing heroes of peace, who fight a continual round of battles with disease and death.

CATASTROPHE MOST SERIOUS ON THE RIVER

Empress Was Stopped When She Was Rammed by the "Storstad."

PASSENGERS ALL IN BED WHEN DISASTER OCCURRED.

Ship Equipped With Latest Safety Appliances But It All Failed To Save Her.

MONTREAL, 7.30 p.m.—Sir Thos. Shaughnessy, President of the Canadian Pacific Railway, issued the following statement this afternoon:

The catastrophe, because of the great loss of life, is the most serious in the history of the St. Lawrence river. Owing to the distance of the nearest telegraph or telephone station from the scene of the wreck there has been unavoidable delay in securing official details, but we expect a report from Captain Kendall in the course of the afternoon.
Facts of Disaster
From the facts as we have them, about two o'clock this morning the Empress of Ireland when off Rimouski, stopped in a dense fog, was rammed on the port side by the Norwegian collier Storstad in such a manner as to tear the ship from the middle to the stern, thus making her watertight bulkheads with which she was provided absolutely useless. The vessel settled down in fourteen minutes and foundered.
How did it happen? answered Captain Morris, one of few of the Salvation Army party to escape. "That I cannot tell you. I was lying awake in my berth at the time, and heard whistles sounding, but I did not think anything of that. There was a curious scraping, grating noise, but there was no impact and I did not experience any shock. But even my untrained ears told me that some dreadful thing had happened."
Ran For Deck.
"I jumped out of the berth and ran out, and as I did so I felt the deck tilt and list a great deal more perceptibly as I ran up the companionway."
"When I reached the deck I saw another steamer backing off. People were pouring up from below. I ran back to my cabin, pulled on my trousers and a light pair of shoes and ran back again."
"People were struggling up and it was very difficult to climb up. When I ran down I passed Commissioner

Rees, who was supporting his wife, to bring her above.
"What is wrong?" he whispered.
"I am afraid that it is something very serious," I whispered back.
"When I reached the deck a second time, there was a great tilt to it, and people were clambering to the upper side in their effort to get further away from the water."
Went Down Quickly.
"As I went up to the upper rail, and as I reached it the boat quickly rolled over the rest of the way, and lying on her side, sank. I was carried down with it and was shot up again, how I cannot tell.
"As I arose I was struck several times by bodies and was again pulled down, but came up again. Then I was in smoother water and I struck out for the steamer, which was then standing by some distance away. I am a strong swimmer and I got along without any trouble."
"When I was two-thirds of the way across I came to a piece of wreckage on which were two other men, and I laid hold. It was sufficient to support three of us.
"A little while later we were picked up by a boat from the other steamer."

Escaped With Wife.
Captain Morris suffered severely by the disaster, his brother and the latter's wife being carried down when the Empress sank.
Morris told how Major Attwell had helped his wife from their cabin and brought her to the deck. They clambered on the slanting deck and reached a lifeboat that lay there a useless mockery. He reached in and found a lifebelt. A strap was broken—perhaps some one had thrown it aside as useless, yet he managed to secure it to the woman and they plunged into the water. Both were saved.
"I heard people moaning and some were crying, but they were mostly wonderfully quiet," said Captain Morris.
"None of these people appeared to realize the extent of the tragedy through which they had passed. The terrible aspect of it had not yet struck home. It was all too recent."
"But could you have seen the awful sight on the pier there, the ex-

posed to fly on Saturday in the aerial Derby around London. He ascended near Versailles at 4.30 o'clock Saturday morning. He flew to Boulogne and thence to Hardelot, ten miles distant. He re-ascended at 12.30 o'clock, intending to fly to Hendon.
In view of the bad weather the spectators tried to dissuade him, but Hamel replied that he must be in Hendon in the evening. He soon disappeared in a north-easterly direction and since then no trace of him has been found.
Wireless messages were despatched on Saturday evening to the Channel steamers requesting them to keep a sharp lookout. The coastguards and the police all around the English Channel.

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TALES OF SUFFERING RELATED BY THE FEW RESCUED PASSENGERS; MANY HORRORS SEEN AT RIMOUSKI

Captain of the Lost Ship Acted Like a True British Sailor and Dauntless Hero.

TOLD "STORSTAD" CAPTAIN TO KEEP SHIP MOVING

And so to Plug the Gaping Hole in the Doomed Liner's Side.

BUT THE SHIP BACKED AWAY

And Fourteen Minutes Afterward the Empress of Ireland Plunged to the Bottom.

QUEBEC, May 30.—Captain Kendall was somewhat injured, but not seriously, and from all accounts, he behaved like a true British sailor, while his ship stood under his feet.
While the Collier Storstad's stem was stuck in the Empress, Captain Kendall is said to have requested him to keep going ahead, so that his stem would plug the hole in Empress starboard side, but the Storstad dropped back and the Empress filled and foundered.
"How did it happen?" answered Captain Morris, one of few of the Salvation Army party to escape. "That I cannot tell you. I was lying awake in my berth at the time, and heard whistles sounding, but I did not think anything of that. There was a curious scraping, grating noise, but there was no impact and I did not experience any shock. But even my untrained ears told me that some dreadful thing had happened."
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Capt. Morris, of the Salvation Army Tells Story of His Hard Experiences.

ALARMED BY SOUND OF THE FATAL COLLISION.

Thrown Into the Water and Swam to "Storstad" and Was Later Picked Up.

STORY OF THE SHIP'S DOCTOR.

Sheds at Rimouski Crammed Full of the Bodies of the Victims.

tent of the tragedy would strike you. The dead were stretched out in sheds, one so thickly filled with bodies that it was impossible to take a step without touching one of the still cold things. It was not through any disrespect that this was so; because there was but little space and there were so many bodies."
Sad Scene.
The scene in Halifax when the victims of the Titanic were brought in to port was a sad one, but the sight at Rimouski far, far surpassed that. Horror after horror started one; here a mother gazed opened in amazement.
"It was a strange sight to see many of these dead staring with open eyes. Some gave evidence of the horror they had gazed on, but most of them seemed puzzled rather than frightened, as if it had all happened so quickly that there was but little time in which for fear to enter.
"A mother held a little girl tightly-clutched to her breast, as though she had given her last breath in an effort to save her—a futile effort.
"Around the tot's neck was a little chain of gold, carrying a tiny gold cross."
A graphic description of the scene of the Empress after the collision, given by Dr. J. F. Grant, Surgeon of the ship:

Narrow Escape.
"I was in my cabin," he said, "and heard nothing until the boat listed so badly that I tumbled out of my berth. I tried to turn on the light, but there was no power, so I tried to find the door bolt, but the list was so strong that it took me considerable time to open the door.
"When I reached the alleyway it was so steep, due to the way the ship was canted, that my efforts to climb up were rendered impossible. I then scrambled up and stuck my head through a port hole, but was unable to get my shoulders through.
"At that time the ship was lying almost flat on the water, on her starboard side, and a passenger who was standing on the plated side of the ship finally managed to pull me through the port hole.
"About one hundred passengers were standing on the side of the ship at the time and a moment after I had joined them the ship took another list and plunged to the bottom.
"I next found myself in the water and swam towards the light of the steamer Storstad, which I reached when nearly 'exhausted from the struggle."
Among the passengers on the Empress were Lawrence Irving, English actor, and company; Dr. Alex. Lindsay, Halifax; Commissioner Rees, Salvation Army, and a number of other officers going to the London Congress; Sir Henry Seton Kerr, London; all of whom were lost.

The baronet Clutha, Halford, is now due from Pernambuco.

WEATHER REPORT.

Toronto (noon)—Fresh S. to West winds, fine to-day, showers late to-night and on Sunday, with higher temperature.

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